

CENTRAL INTELLIGENCE AGENCY

INFORMATION REPORT

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S-E-C-R-E-T

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COUNTRY USSR (Black Sea)

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SUBJECT Black Sea Ports

DATE OF INFO.

PLACE ACQUIRED

This is UNEVALUATED Information

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THE SOURCE EVALUATIONS IN THIS REPORT ARE DEFINITIVE.
THE APPRAISAL OF CONTENT IS TENTATIVE.
(FOR KEY SEE REVERSE)

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The following four reports concerning naval and merchant shipping activities in the Black Sea

- Port of Batumi, with sketch,
- Port of Kherson and Zemyyn Island, with sketch,
- Port of Novorossiysk, with sketch
- Miscellaneous naval information from Black Sea area, including mention of vertical take-off seaplanes, and damage to cruiser NAKHIMOV.

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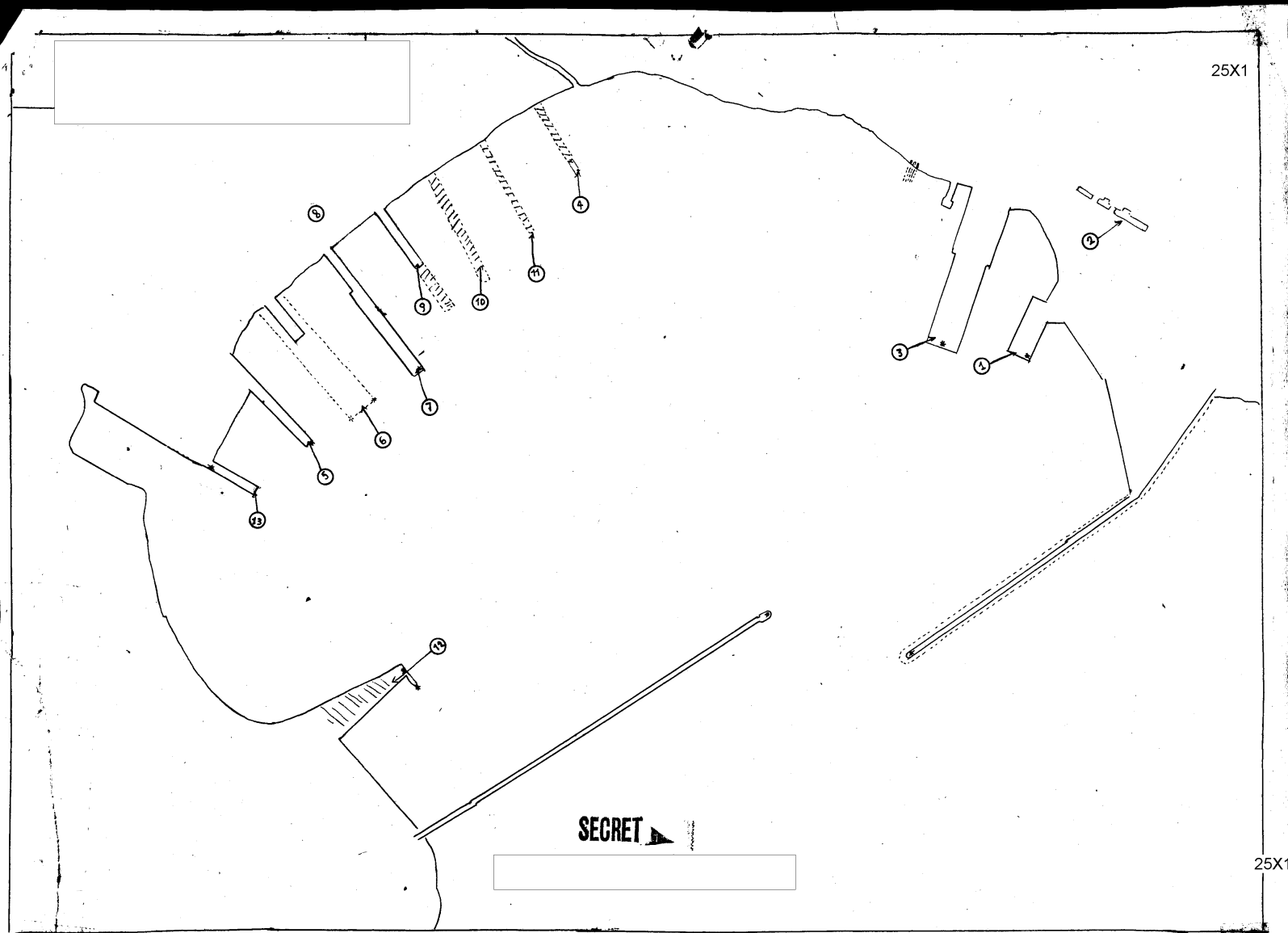
25 YEAR RE-REVIEW

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STATE	X	ARMY	X	NAVY	X	AIR	X	FBI		AEC									
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(NOTE: Washington distribution indicated by "X"; Field distribution by "#".)



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ORGANIZATION

1. One cement pier on which a one-storied warehouse was observed. 25X1
2. One cement factory. 25X1
3. One coal pier; eight (8) cranes were observed on this pier, their identity is not known. 25X1
4. One destroyed pier.
5. One petroleum pier. An underground pipe runs along it, and in certain places it can be seen. Probably together with this pipe there may be also some other pipes, which are not apparent. On the north-south side of the pier there are six (6) receiving points which have various diameters, and on its north-east side there are eight (8) receiving points of various diameters. Only one ship at a time can load on either side. The output of each receiving point is 350-500 tons per hour. One Russian 12,000 tons tanker completed loading (full loading) by means of three receiving points in eight (8) hours' time.

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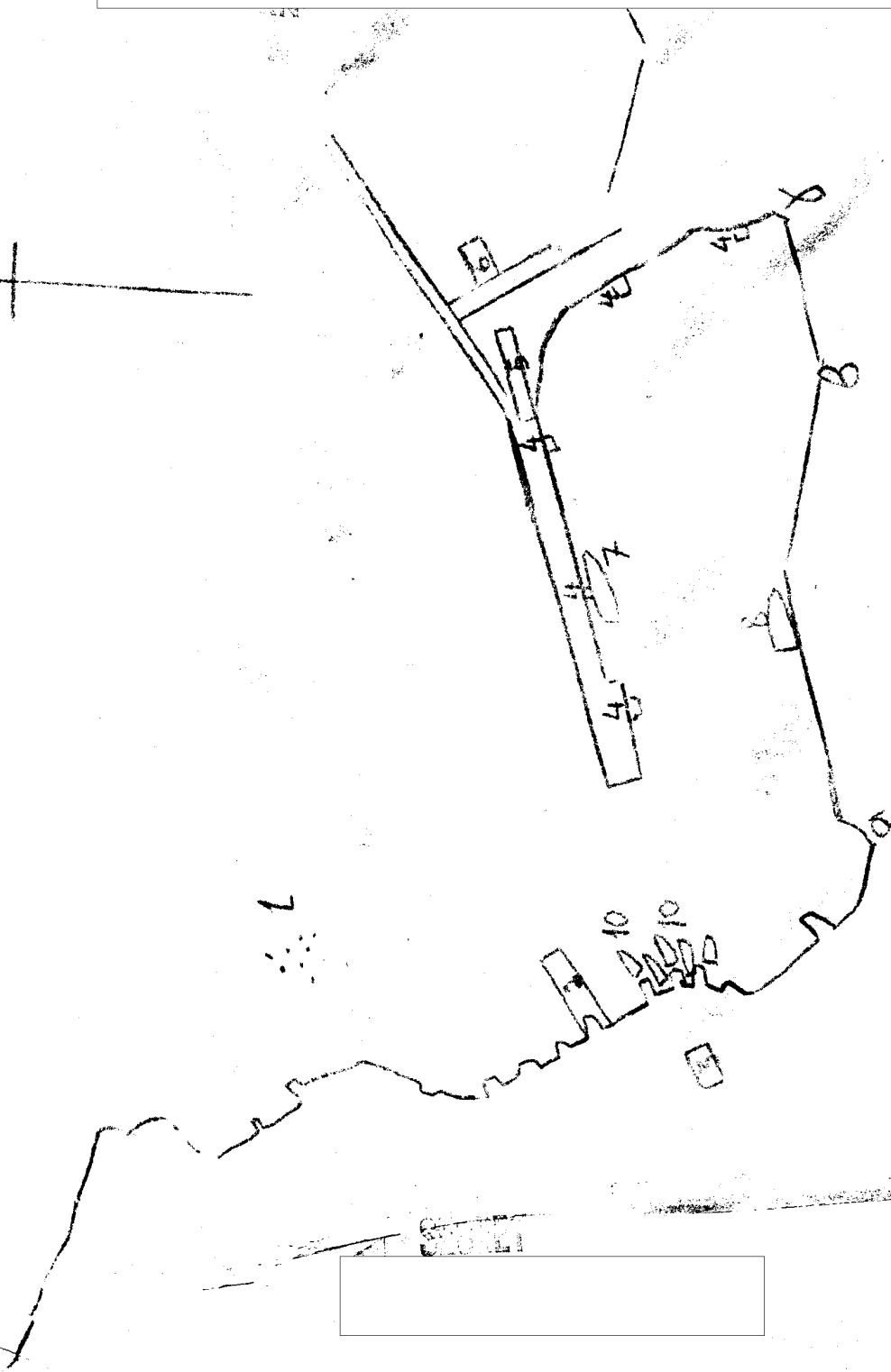
6. One destroyed pier on which blocks of stones have been placed. No repair works were observed.
7. The "SILO" (sic.) pier. On it are the "SILO" absorbers. The warehouses are in place No 8.
8. "SILO" warehouses.
9. One small pier on which there is a warehouse. One cannot clearly distinguish whether the pier's prolongation is destroyed or not.
- 10-11. Destroyed piers; nothing can be distinguished on the surface of the sea.
12. One destroyed pier.
13. One new pier.

WAR SHIPS AT ANCHOR.

One destroyer was observed in the port, tied by the prow at the end of the pier No 13. It was a newly-build ship and had two twin towers at the prow and two twin towers at the stern, which was square shaped. One cruiser was observed outside the port [redacted] this 25X1 cruiser had two triplet towers on the prow and on the stern, and three twin towers on either side; it had also two smoke stacks, each of which had a red band. [redacted] this ships is the "JANE'S 25X1 EIGHTINE SHIPS" *Wagon*, a cruiser of the "SVEINERDLOV" class. (See attached plan.).

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GENERAL INFORMATION

I. ORGANIZATION

- No. 1 Wooden poles, one meter above the surface of the sea.
- No. 2 Wooden pier supported by poles.
- No. 3 Signals' Station; a number of sailors were observed in it.
- No. 4 Five oil "receiving points" were noticed at these points; no pipes were observed on the quays - they are probably under the ground.
- No. 5 A shed was observed at this position, in which there was scrap iron.
- No. 6 Control guard-post.

From point a to point y it is a prohibited zone, while from point b to point y it is a military zone.

II. SHIPS IN PORT

(a) Merchant Ships

- No. 7 At this position there is a total of 12 pipe-openings, which are numbered from 7 to 12 (sic). The diameter of the pipes varies from 4" to 8".
- No. 8 A Russian S/S of the LIBERTY CUBAN type, which was being loaded with cargo of a general nature.

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No. 9 An old 6 - 7,000-ton Russian freighter came to this point on 4-8-54, and was loaded with military vehicles.

(b) Warships

No. 10 Four small patrol craft as well as a tug (also used for life-saving purposes) bearing the markings A.363 were observed at this position.

(See attached plan).

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By virtue of a decision taken by Moscow, the towns of STALIN (Bulgaria) and CONSTANTIA (Roumania) are to be converted into bases of operations of ^{war} Navy and the army.

The Black Sea was divided into security zones, the first one of which begins at STALIN and ends at S^UHHUMI.

Submarines carry out patrol work south of this (sic) line. These submarines reach down to a distance of many few miles away from the Turkish coast.

SEVASTOPOL is still the general operational base, which has been totally re-constructed on the basis of the [recent] war experience and the newest methods.

In the recent years, thousands of small rapid vessels have been built at NIKOLAYEV and other places of the U.S.S.R. Each one of these carries, outside of the machine guns, guns of about 5-7 hundredth (sic) in caliber.

Similar vessels already have their main operational bases in the Sea of Azov at the Ports of TAGANROG, MARIUPOL, OSIPENKO (ex-BERDIANSK) and at the small Arsenal which is West of KERTCH. This arsenal is called MALI.

The Soviets anticipate that between 1957-1958 the will have the greatest surface Navy.

According to the same info, the Soviet Air Force of the Navy has made great progress. Special sea-planes which are able to land on land, water, and ice are now

[redacted] of four men. They are jet-propelled

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Seaplanes that can take off vertically - off of small vessels, are also being tested.

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[redacted] The engines of cruiser ^NAKHIMOV went out of order. This was rather due to an accident (f.d.u.) not to sabotage. Three were killed and 7-8 wounded, of the crew.

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I. ORGANIZATION

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- No 1. Pier on which five cranes were observed, each of them being over five tons.
- No 2. Two floating docks were observed in this place.
- No 3. Shipyards. One tanker of about 6,000 tons which was being build was observed.

II. SHIPS IN PORT

(a) Merchant ships

No 4.

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No 5.

(b) War ships

South of the FIDONISI island one submarine was observed, on the surface and two surface vessels maneouvring.

One of the ships was of the L.CLT. (sic.) type and bore the number

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6. All the vessels did not have any glage to make it possible to recognize their nationality.

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